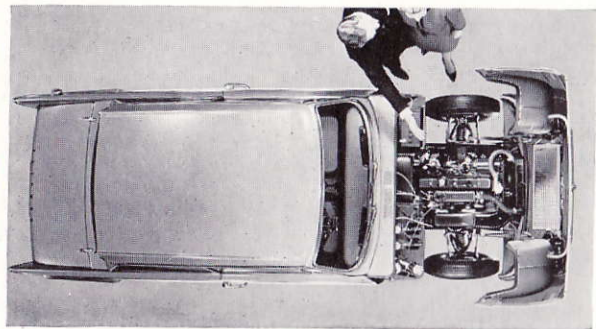


TRIUMPH VITESSE



Why the racing driver goes to the race track in a Vitesse

Because it's the smoothest way possible. And that calls for at least 6 cylinders. He finds them all in the Vitesse. Six cylinders that sweep this great car from 0-50 in 11.3 seconds and effortlessly onwards up into the nineties. If you're another man who drives for the joy of it, make tracks for your nearest Triumph dealer. Take a few laps in a Vitesse. Feel the smooth surge of these six cylinders. Then try to make do with anything less !

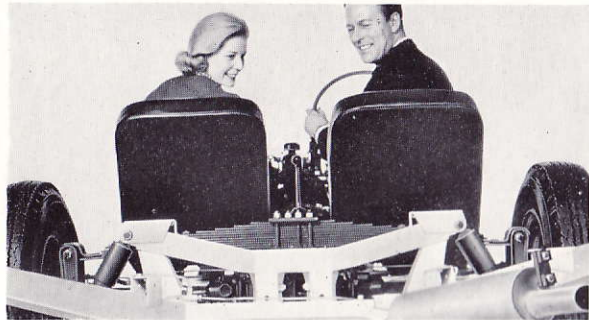


This is where it all happened. A peep into the engine room reveals the 1596 c.c. Triumph Vitesse version of the great Vanguard 6 power unit. Tried and found so true.



Suspension worth shouting about

Watch the wheels of a Triumph Vitesse on a rutty road. Up down, up down. But watch the body of the Triumph Vitesse. It stays steady and straight as a winning eight. Secret? Independent suspension all round. Each wheel's its own master and doesn't have to force its ups and downs in life on the other three wheels. More comfort? Absolutely. More stability? No question. Follow a Vitesse round a round-about and see what we mean.



This is where Triumph struck their blow for independence. All four wheels (not just the front ones) separately sprung to bring you new standards of smoothness and safety.

EXPOSÉ

Triumph Vitesse reveals the secret of the sunworshippers

Those lean, sunburned, outdoor types — how do they do it? Here's one of the answers: the Triumph Vitesse convertible. The weatherproof hood disappears almost without trace behind the back seat and in comes the sun. When storm clouds threaten, the solution is at your finger-tips. Slip back the roof and rivers stay 'way from your door! No draughts. No leaks. You're snug as in any saloon. Converted? Step along to your Triumph dealer and sign the pledge.



Note the wrap round rear window — part of the Vitesse tradition of excellent visibility. The hood is constructed of tough leather cloth upon a tubular steel frame.



Take the tough with the smooth

Who could help taking to a Vitesse? Look at those flowing, elegant lines. No exaggerated curves, mind you. There's too much of an air of purpose about the car for that. These lines came from a man who designs like an engineer. And underneath it all? Strength. Steel girdered strength. Deep-channelled girders in a *real* chassis. Usually only expensive cars are built round a chassis these days. Expensive cars and the Triumph Vitesse.



SKYLIGHT OPTION. You sometimes feel like saluting the skies? Just raise your right hand in a Vitesse Saloon with a Skylight roof — and slide. Waterproof, windproof. Yours at a slight extra cost.



Go anywhere Park anywhere

Own a Triumph Vitesse and suddenly you start thinking of all the places you like to go to. And not only for the pleasure of the sights but also for the pleasure of the ride. The Vitesse turns you into a natural wanderer. You'll take the highroad and the lowroad and any other roads in between. Parking problems? About the only place you can't park a Vitesse in is the spot with a No Waiting sign on guard. The Triumph Vitesse has a turning circle of only 25 ft. (Most cars take at least 30-35!) You'll slip into many a spot the other fellows have to pass up. No more wrenching on the steering wheel. Full lock is at your fingertips' command.



You'll be living in luxury

Admire the facia

Everyone else will, too. Its smooth, gleaming walnut veneer. A mellow note of quiet luxury. Full instrumentation, of course.

All the better to see with

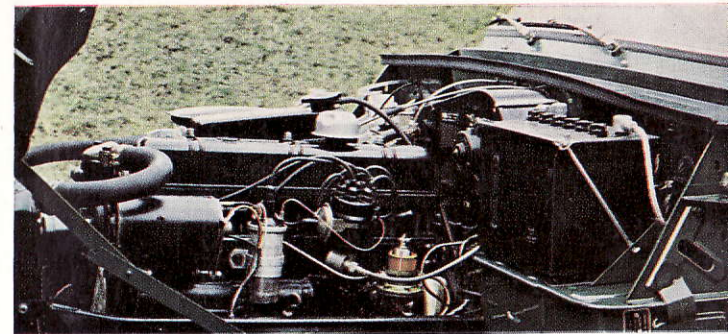
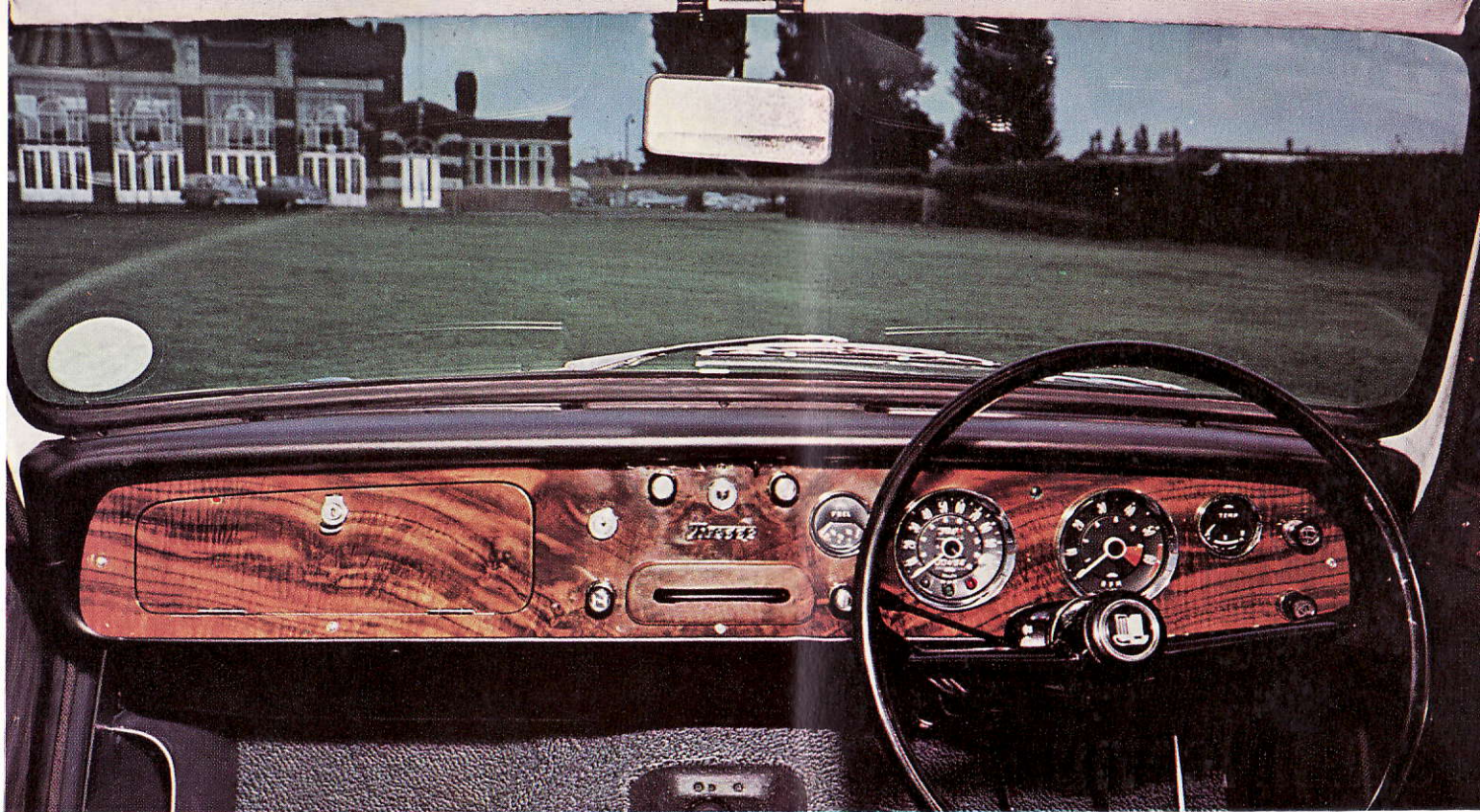
The Triumph Vitesse is a fast touring car. So there's every need for those dual headlights to turn night into day for you on some straight, highspeed highway.

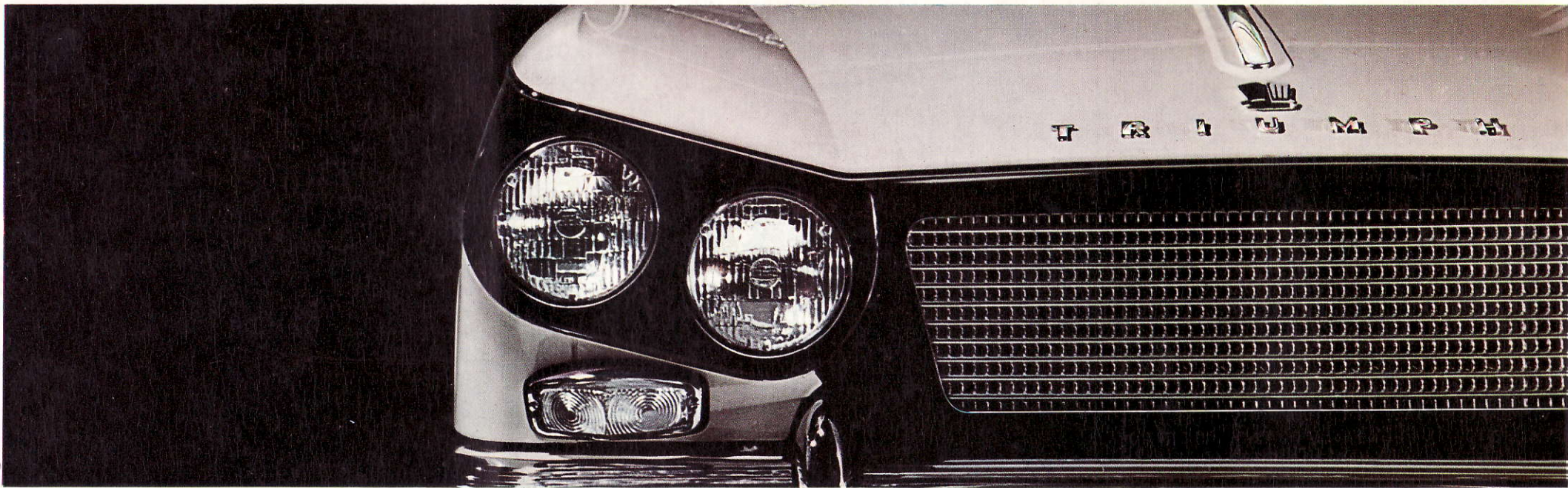
Triumphant accessibility

No more fumbling. The bonnet of the Vitesse opens wider to put everything within reach. Is this why mechanics are so much friendlier towards Triumph owners?

Please be seated

And pleased you will be. The Vitesse seats are deep and substantial. And the driver can adjust his for leg length, height and rake. All the rest you deserve with all the hold you need. Mile after mile after mile you'll appreciate this kind of comfort.





SPECIFICATION

Saloon: Monotone finish. 2-door, 4-light, 4-seat, steel-panelled, specially treated to resist rust and dust. Safety glass, curved screen. Forward-hinged doors, push-button handles. Winding windows, pivoting anti-draught ventilators. Polished aluminium bumpers and chrome-plated over-riders.

CONVERTIBLE: Fully disappearing hood, on tubular steel framework. Wrap-round rear window. Otherwise as for Saloon.

Upholstery: Ambla. Separate front seats, driver's seat adjustable for height, rake and leg-length. Divan rear seat.

General Equipment: Heater and screenwasher, walnut veneer facia and door cappings. Two sun visors, vanity mirror for passenger visor. Facia ash tray. Ash trays in rear side panels (Saloon). Carpets. Chrome-plated door pulls and coat hooks. Driver's door, locks externally. Anchor points for safety harnesses.

Electrical Equipment: INTERNAL Facia courtesy light with integral switch. Interior light with courtesy switch to both doors. Horn button on steering wheel boss. Speedometer illumination lamp. Oil pressure, headlamp main beam and direction indicator warning lamps. Combined ignition lock and starter switch. Steering column lever control of head and side lamps, dipswitch, headlamp flasher and self-cancelling direction indicators. Twin windscreen wipers, self-parking.

EXTERNAL Flush quadruple headlamps, pre-focus sealed units. Separate side-lamps, incorporating direction indicators. Rear number plate light, twin stop lights and direction indicators.

Instruments: Instrument dial with speedometer, trip mileometer and warning lights (see above). Rev. counter. Separate fuel and temperature gauges.

Controls and Switches: Centrally grouped buttons for choke, screenwipers and headlamp master switch and instrument panel light switch. (Electrical controls — see above). Screen washer, push button action. Short centrally mounted gear lever on floor.

Luggage and Parcel Accommodation: 11 cubic feet lockable boot with fitted mat. Spare wheel housed in well in boot floor. Lockable glove box in facia. Saloon has pockets in rear quarters and a rear parcel shelf.

Dimensions:

Length	12 ft. 9 in.	3885 mm.
Width	5 ft. 0 in.	1525 mm.
Height, Saloon	4 ft. 4½ in.	1335 mm.
Convertible (Hood up) .. .	4 ft. 4½ in.	1335 mm.
Convertible (Hood down) .. .	4 ft. 1½ in.	1257 mm.
Wheelbase	7 ft. 7½ in.	2325 mm.
Track: Front	4 ft. 1 in.	1245 mm.
Rear	4 ft. 0 in.	1220 mm.
Ground clearance (static laden) .. .	6¾ in.	170 mm.
Turning circle	25 ft. 0 in.	7.6 metres

Capacities:

Fuel tank	8½ galls.	40 litres
Engine sump	8 pints	4.55 litres
Cooling system	11 pints	6.2 litres
Gearbox	1½ pints	0.85 litre
Gearbox with o/drive	2½ pints	1.35 litres
Rear axle	1 pint	0.57 litre

Weight:

Dry, excluding extra equipment .. .	17¼ cwt.	876 kg.
Complete, including fuel, oil, water and tools	18½ cwt.	927 kg.
Gross vehicle weight (max.) .. .	24¼ cwt.	1255 kg.

Chassis: Double backbone of closed channel section with side members forming rigid structure.

Engine: 6 cylinders, capacity 1596 c.c. bore 66.75 mm., stroke 76 mm. Compression ratio 8.75:1. Aluminium alloy split skirt pistons. Precision, lead indium bearings. Push-rod operated overhead valves. Chain driven camshaft. 4-bearing crankshaft. 6-blade 12½ in. fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter. Twin Stromberg 1-50 C.D. carburettors.

Transmission: Single dry plate clutch, 8 in. diameter, hydraulically controlled.

Gearbox:

	Top	3rd	2nd, 1st & Rev.
Ratios	1	1.25	1.78 2.93
Overall ratios	4.11	5.16	7.31 12.06

Propeller shaft with needle and roller bearings. Swinging shaft rear axle. Hypoid bevel gears in back axle. Steel disc wheels with chrome-plated nave plates. Tyres: 5-60 x 13 in. tubeless.

Performance: ENGINE (8.75:1 c.r.) 70 B.H.P. at 5000 r.p.m. Torque 1110 lb-in. at 2800 r.p.m. Mean piston speed at maximum road speed, 2650 ft. min. at 5320 r.p.m. Road speed at 1000 r.p.m. in top gear, approximately 16.4 m.p.h.

Through gears ..	0-50 m.p.h. (0-80 k.p.h.)	11.3 secs.
	0-60 m.p.h. (0-97 k.p.h.)	17.1 secs.
Top gear ..	20-40 m.p.h. (32-64 k.p.h.)	9.6 secs.
	30-50 m.p.h. (48-80 k.p.h.)	9.6 secs.
	40-60 m.p.h. (64-97 k.p.h.)	10.6 secs.
Maximum speed ..	88-90 m.p.h. (141-144k.p.h.)	depending on conditions.

Suspension: FRONT Independent low periodicity system. Rubber bushed wishbone pivots. Patented screwed bottom bush and top ball joint swivels. Coil springs controlled by telescopic direct-acting hydraulic dampers. Anti-roll bar.

Rear: Swing axle independent system, transverse leaf springs and radius rods. Ball and needle roller bearings in hubs.

Brakes: Self-adjusting caliper disc brakes on front wheels, disc dia. 9 in. Drum brakes, 8 in. dia. x 1½ in. wide, of leading and trailing shoe type on rear wheels. Front lining area 12 sq. in. Front swept area 144 sq. in. Rear lining area 38 sq. in. Rear swept area 63 sq. in. Total lining area 50 sq. in. Total swept area 207 sq. in.

Steering: Rack and pinion type, 16 in. two-spoke dished steering wheel, 4¾ turns lock to lock. Steering wheel collapses on serious impact. Column is adjustable up to 4 in.

Battery: 12-volt, large capacity.

Optional items at extra cost:

Laycock de Normanville overdrive on top two gears, electrically operated from steering column switch. Ratio of .80 gives overall gear ratios of: top 3.3; third 4.14. Duotone finish. Skylight roof (Saloon only). Tonneau cover (Convertible only).

12 MONTH GUARANTEE

CONDITIONS OF SALES

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

STANDARD  TRIUMPH

A member of the Leyland Motor Corporation
COVENTRY - ENGLAND



EVANS & CUTLER LTD
"The Triumph People"
TOILET